

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5840

光緒三十四年七月初十

THURSDAY, AUGUST 6, 1908.

四拜禮

號六月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 11,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO
KOBE
OSAKA
NAGASAKI
LONDON
LYONS
NEW YORK
SAN FRANCISCO
HONOLULU
HOMBAI
SHANGHAI
HANKOW

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits:—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKEO TAKAMIOHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,500,000

RESERVE FUND " ABOUT MK\$ 7,775,222

RESERVE FUND " GOLD \$3,500,000

RESERVE FUND " ABOUT MK\$ 7,775,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account at the

rate of 2% per annum on daily balances and

accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.

" 6 " 3 " " "

" 3 " 2 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

RESERVE FUND " £1,525,000

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

RESERVE FUNDS " \$15,000,000

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

LONDON, &c., via usual Ports { MARMORA 8th August. } See Special

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Fashions and Novelties in Lace Goods.

Latest Designs in Muslin Embroideries, Allovers,

Flouncings, Insertions.

BLOUSES, BLOUSES, BLOUSES.

Latest Shapes and Styles **BELTS.**

Wm. Powell, Ltd.,
General Drapers, Furnishers,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 6th August, 1908.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 18th July, 1908.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a statement of Accounts in 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHAREHOLDERS in this Corporation will be CLOSED from MONDAY, the 10th instant, to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1908.

Entertainment.

BOXING. BOXING.

ONE OF THE GREATEST BOXING CONTESTS HONGKONG EVER WITNESSED.

Theatre Royal, City Hall, Hongkong.

SATURDAY, 8th AUG., 1908.

MAIN EVENT.

25 ROUNDS.

"BATTling" SIMMS vs. "JIMMIE" O'ROURKE
U.S.S. Wilmington, 148 lbs. U.S.S. Wilmington
\$300 GOLD PURSE. \$1,000 SIDE BET.
Ensign W. D. GREETHAM, Referee.

PRELIMINARIES:

6 ROUNDS.

"HEINIE" MILLER vs. "JIMMIE" McFADDEN

U.S.S. Wilmington, 128 lbs. U.S.S. Wilmington.

6 ROUNDS.

"SHORTIE" McKENNA vs. "AMIE" COVNE

U.S.S. Wilmington, 124 lbs. H.M. Naval Yard, Hongkong.

NOTICE:—The Simms vs. O'Rourke fight is a return match, their first encounter having resulted in a 15 round draw at Shanghai, while "JIMMIE" O'ROURKE was serving on board the U.S.S. "GALVESTON."

Tickets: \$1, 2, 3, and Ring-side \$5.

THE MANAGEMENT.

First contest starts at 8:30 P.M., sharp.

Doors open at 8 P.M.

Booking plans now open at the

ROBINSON PLANO Co., Ltd.

W. H. BAROWSKI,
Com. Sec. U.S.A.N.

U.S.S. Wilmington, 124 lbs. H.M. Naval Yard, Hongkong.

Hongkong, 3rd August, 1908.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.35 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 28th April, 1908.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARAGUIA STREET,
HONGKONG.

Hongkong, 3rd September, 1907.

THE BOMBAY RIOTS.

ATTACK ON MILLS.

The *Advocate of India*, July 18th, reports:—Yesterday afternoon one of those disturbances which the authorities have been guarding against broke out in the city; but fortunately such prompt measures were taken that order was quickly restored. As was reported in yesterday evening's edition the man employed in one mill refused to commence work at the usual time. It seems somewhat difficult to give a reason for this action, but the impression seems to have got abroad amongst the mill-hands that Mr. Tilak's case would and yesterday, and they may possibly have resolved to make a demonstration. Another contributory cause may have been their knowledge that the term of the police order prohibiting processions or the gathering of a crowd of more than five persons, which was promulgated on Monday, had expired.

Another reason which has been given for the excitement of the mill workers is credited to an anonymous handbill printed in Marathi, which, it was stated, was circulated broadcast amongst them. In this leaflet they were urged to declare a general strike. It was also stated in the handbill that those who went to work would be guilty of eating cow's flesh.

It was also alleged that the mill-hands were given to understand that Mr. Tilak was prosecuted because he had given lectures on temperance to them a few days before his arrest, and as his harangues resulted in decrease in the consumption of liquor the Government had suffered in the Excise revenue.

For some days the mill-hands had behaved so quietly and orderly that the authorities, anticipating that something was brewing, have been keeping an exceedingly watchful eye upon them. Detachments of troops were stationed at various points, and special police posts had been established in the mill district. When, therefore, the men went on strike yesterday morning the authorities were fully prepared for all eventualities.

During the morning the men stalked about the streets; but in the afternoon, about 2 p.m., a large body, numbering several thousands, collected in the Ferguson Road district and moved down the road towards Lower Lancel Station. Another body of some thousands moved towards the Fort. The story of this crowd is soon told: they progressed through the city until they reached a point some here in the neighbourhood of Jacob Circle, where they were met and scattered by the police and military. What became of the men joining the crowd it is impossible to say; but probably they drifted back in small parties to Parel and joined their comrades there.

The first and larger body had moved on to Ferguson Road. There are many mills here and at several of them the hands had quietly gone to work; amongst these were the Lakshmidas, the Crescent, the Phoenix, the Jamshed and the Britannia Mills. As the crowd moved along the road they stopped at each mill in turn and demanded that the men at work inside should come out and join them. In one or two cases the men did so, but in others they refused to comply with the strikers' demands. Whether they did so or not the result was the same, and the strikers proceeded to break the windows of all the mills on Ferguson Road.

By this time the crowd must have numbered seven or eight thousand men and their attitude was becoming more and more dangerous.

In De Lisle Road there are two or three mills belonging to Messrs. Greaves, Cotton and Co., Ltd., and here the operatives had commenced work as usual. A large body of the strikers now left the main body in Ferguson Road and crossed over the level crossing by Parel Railway station and moved down the De Lisle Road until they came to this mill. On their approach the gates of the compound were closed and efforts were made to keep the men within the mill at work. Finding that their efforts to induce the men inside to come out and join them were unavailing the strikers became infuriated, and commenced to shower stones into the compound and the time-keepers' office just inside the gates, and this they continued to do for some time.

Meanwhile, information had been sent to police headquarters and Mr. Gell, the Commissioner of Police, with Superintendent Sleaze of the Criminal Investigation Department, mounted on Ferguson Road, followed by a large force of native cavalry. In the mean time Superintendent O'Keefe, with Inspector Fuller and Sub-Inspector Naoiroji Sakaiyalla, and some native policemen had proceeded to Ferguson Road. The force under their command was, however, too small to effect anything, but shortly afterwards, the Commissioner of Police with the native cavalry arrived. A Magistrate was also present and the Riot Act was read and the crowd ordered to disperse. As they still showed a defiant attitude the cavalry drove them along the road in the direction of Worles, and kept them well on the move.

By this time news had reached Superintendent O'Keefe of the attack on the mills in the De Lisle Road, and, returning thence, he obtained a body of infantry and proceeded to drive the crowd back towards Elphinstone Road and Worles. Stones and brickbats were freely used, but at the sight of the fixed bayonets of the troops the mob precipitately retired in the direction of Elphinstone Road. Some cavalry coming up at that moment, the dispersal of the crowd was effected.

A period of quietness now reigned, but at the corner of Curry Road, about a quarter of a mile from Messrs. Greaves' Cotton Mill, in the direction of Parel Station, a crowd of some hundreds of mill-hands collected and became very threatening in their demeanour. By this time Europeans were warned by the police in the surrounding districts not to venture into the disturbed districts. Some few, however, found their way there, most of them coming from

Parel Station, and before they were aware of it found themselves in the midst of a hostile crowd. At first the mob contented themselves with shouting; but later they began to throw stones and brickbats. A passing gharry was badly stoned and a few minutes later three European pedestrians, who happened to pass along the road, were attacked by the mob and driven to seek shelter in a liquor shop at the corner of Curry-road, where they were besieged. Upon this information Superintendent O'Keefe with Inspector Fuller and Sub-Inspector Naoiroji jumped into a gharry and galloped to the scene, whilst the Commissioner of Police and Superintendent Sleaze, followed by some cavalry, arrived almost at the same moment. The party was received with showers of stones and brickbats, and the mob showed a determined front. The Commissioner of Police and Superintendent Sleaze rescued the three Europeans whilst the remainder of the party drove the mob back. The attitude of the mob became increasingly dangerous. Stones and brickbats were showered from the verandahs on either side of the road, and Inspector Fuller arrested one man with a stone actually in his hand. From stone-throwing the mob showed a disposition to charge the handful of European officers and it was obvious that drastic measures were necessary. The Commissioner then gave the order to fire, and several shots were discharged. No sooner had the police opened fire than the women, by whom the mill-hands are always accompanied, pushed themselves in front of the men, and the latter after a parting shower of stones over the heads of their women fled, just as a detachment of cavalry appeared on the scene.

The gharry, from which the greater number of the stones had been thrown, were then searched, but the rioters had made good their escape behind the women, who in some cases had joined in the stone throwing.

In the maleo several of the officers had narrow escapes. A stone thrown at Mr. Gell struck Sub-Inspector Naoiroji on the head and inflicted a nasty cut, whilst others present were also struck by stones.

The mob now appeared to be effectually scattered and the streets were paraded by the cavalry, who kept the crowds well on the move. The spirit of the rioters appeared to be quelled, and although they maintained a sullen demeanour they did not attempt any further rioting.

Mr. A. H. S. Aston, Chief Presidency Magistrate, arrived at the Leaves Cotton mills and stayed for some time.

The streets were cleared by 7 p.m. and half an hour later Mr. Gell, accompanied by a squadron of cavalry, motored through the disturbed area when quiet was restored.

Mr. R. M. Phillips, Deputy Commissioner of Police, visited the locality late at night, as also Mr. J. W. S. Dracup, and they left the place about midnight.

Mr. Nolan, Senior Superintendent of Police, was at the Head Police office and was in readiness to march at any moment with armed and reserve Police.

ASPECT TO-DAY.

Last night's disturbance at Parel necessitated the strengthening of the military pickets round the labour districts of Parel and Jacob Circle. A strong detachment of British troops guarded the main ingress into the mill districts and two guns were placed at Jacob Circle. The mounted police patrolled the streets in that part of the town, and the police arrangements were practically the same as on the day previous to the disturbance.

Things had, however, settled down into their usual groove in the morning and the mill-hands returned to work. They went back to their work, as if nothing had happened. Early in the morning there was not even the slightest indication of a disturbance.

The mills from Parel to Jacob Circle were all working under normal conditions. Our representative passed through the scenes of last night's disturbance. The Crescent, the Jamshed, and the Lakshmidas Khimji Mills showed signs of the damage done by the rioters, the glass windows being broken and repairs were going on.

Parel was reached just as some of the mill-hands were coming out for their mid-day meal. They looked as light-hearted as a lot as ever.

The mid-day meal hour passed quietly and work was resumed in an orderly manner. Those who know the mill-hands do not consider their demeanour satisfactory. Emissaries of mischief are still moving among the hands.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,
COY. AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIENS' GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1907.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Trouble, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation; embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/6 each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Mincing, London, E.C. England. [68]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed:

SHEWAN, TOMES & Co.,

General Managers,

Hongkong, 19th March, 1908. [48]

TYPEWRITERS

A SPECIALITY

OVER TEN YEARS' EXPERIENCE

OF

CLEANING, OVERHAULING,

and REPAIRING

ALL BROKEN PARTS.

SATISFACTION GUARANTEED.

ALSO

FOR SALE AND HIRE.

MODERATE CHARGES.

MOTOR LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS

TO and FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR

PICNIC PARTIES, &c.

Fares from \$2 per Hour.

HUMBER CYCLES

AGENCY.

DRAGON CYCLE

DEPOT,

33 & 35 DES VŒUX ROAD.

Hongkong, 18th June, 1908. [49]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY, the 8th August, 1908, at 2:15 P.M., at their Sales Room, No. 8, Des Vœux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising:—

KINKOSAN SATSUMA TEA SETS, VASES, BOWLS, PLATES, MAKUDZU and various kinds of PORCELAIN WARE, DINNER, TEA and COFFEE SERVICES, SILK-EMBOIDERED BED and TABLE COVERS, COWNS, SCREENS, GOLD and SILVER CLOISONNE WARE, BRONZE and BRASS WARE, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th August, 1908. [72]

Consignees.

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Charonia*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods consigned unclaimed after MONDAY, the 10th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th August, or they will not be recognized. All damaged packages will be examined on MONDAY, the 10th August, at 2 P.M. No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 3rd August, 1908. [74]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DELHI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored "one mark" by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Mongolia*. From Persian Gulf, ex E.L.S.N. and H. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 5th August, 1908. [7]

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA. Hongkong, 29th July, 1907. [66]

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

WATSON'S LOTION FOR PRICKLY HEAT.

A sovereign remedy; immediately relieves the irritation.

WATSON'S PRICKLY HEAT POWDER.

for Prickly Heat, Sunburn and Roughness of the skin. Highly recommended by the medical faculty.

WATSON'S BORATED TALCUM POWDER.

A soothing and sanitary powder. Allays irritation and prevents chafing of the skin. A luxury after shaving.

WATSON'S GLYCERINE & MILK OF CUCUMBER.

for rendering the skin soft and fair. An effectual remedy for all imperfections of the skin caused by Summer Heat.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY, AND KOWLOON DISPENSARY.

Hongkong, 4th August, 1908.

133

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hee Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered, free when the address is accessible to messenger. On copies sent by post an additional \$1.30 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On July 21, 1908, to Mr. and Mrs. R. MORRAN, of the British Cigarette Co., Ltd., Hankow, a son.

On August 1, 1908, at Liu-kung-tau, Weihaiwei, the wife of WALTER E. WOLSELY, of a son.

DEATH.

On August 2, 1908, at Shanghai, EDWARD GOULDING, son of E. G. Wilson, aged 43 years and 6 months.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 6, 1908.

WAR RISKS OF SHIPPING.

The report of the Treasury Committee on a "National Guarantee for the War Risks of Shipping," of which Mr. Austin Chamberlain was chairman, was issued on the 8th ult. From a perusal of the report appearing in the *Pail Mall Gazette*, we gather that the Committee is of opinion that it is not desirable that the State should undertake to make good to shipowners or traders the losses incurred by them through the capture of shipping by the enemy in time of war. Assuming the maintenance of an adequate naval force, there is, the Committee thinks, little danger of British shipping being laid up on any large scale, at any rate for any long period. The report says: As regards the ordinary facilities for insurance it does not appear that there was ever real difficulty in securing a question in the past, and the evidence collected by the Committee does not bear out the view that rates have been fixed too high. Rates will vary in any war, and they will probably be sometimes high enough to handicap seriously particular trades, and this will almost certainly produce some increase in the cost both of living and of manufacture which may even at times be serious.

It is obvious, says the Committee, that any national guarantee for losses offers a very imperfect remedy for this particular evil. Such a guarantee would tend to prevent shipowners from laying up or transferring their ships, but could not of itself secure the safe arrival of ships and cargoes. This is the work of the Navy, and Navy alone, and it is important that nothing should be allowed to obscure this vital portion of its duty; for prices, in so far as they are affected by sea risks, will in the main depend, not upon the number of ships which put to sea, but on the proportion of voyages which are successfully completed. The fact that the merchant or the shipowner was compensated by the State for his loss would afford no relief to the nation, which was deprived of its surplus. The dangers to be apprehended from our present position and the advantages which could under any circumstances be secured by a national guarantee are neither of them so great as the advocates of such proposals have generally supposed. The Committee admit, however, that these dangers do exist to some extent, and that a suitable scheme of national guarantee, if such could be devised, would diminish, though it could not absolutely remove them. They have examined several plans of a contributory scheme and found none of them practicable, and the conclusion to which the committee is forced is that if a national guarantee is to be given at all it will be necessary that it should take the form of a free indemnity. The committee consider that the cumulative effect of the objections to the idea of a national guarantee outweighs any possible advantages which might be derived. In conclusion, the report says: "We are unable to recommend the adoption of any form of national guarantee against the war risks of shipping and maritime trade, except that which is provided by the maintenance of a powerful navy."

LOCAL AND GENERAL.

The Seoul-Fusan and Seoul-Chemulpo lines were opened to traffic on July 24 and 25, respectively.

The *Yorodzu* states that an emigration company in Tokio has received an order from Peru to send one thousand Japanese labourers to that country in September this year.

"We find that the *Lekong* killed the deceased in self-defence; but was too prompt in using his revolver. We are of opinion that a Chinese constable should not be allowed to carry firearms in the island of Hongkong." This was the verdict returned by a jury—Messrs. C. J. Cooke, C. H. Lyson, and G. Otten—at the inquiry, which was held at the Magistrate's this afternoon, on the death of the coolie who was shot and killed by a *Lekong* at Stanley several days ago, full particulars of which we published at the time.

At the instance of Sergeant Edwards, of the Water Police Station, four cargo-boat men were charged before Mr. J. H. Kemp, in the Police Court, to-day, with making fast to the steamship *Catherine Apsar* while she was under way in the harbour yesterday morning. The accused, it was admitted, were taking on board the steamer a number of boarding-house runners. One of the delinquents had to answer an extra charge of carrying seven passengers in excess. He was fined \$7, the others having to pay \$5 a piece.

His Excellency Baron de Sendal, Portuguese Minister to Japan, who passed through Kobe on the *Albatross* on his return from Peking, where he had been on a special mission arising out of the *Taipei* affair, is suffering from an acute complaint of the lungs, having contracted a severe cold while at the Chinese Capital. The Minister was consequently unable to receive his nationals at this port, and we are asked to state that His Excellency very much regrets that he was obliged to miss the opportunity of doing so.—*The Kobe Herald*.

THE INTERPORT POLO MATCH.

PONIES ARRIVE IN BAD TRIM.

After being overdone for a matter of four days, due no doubt to the unsettled state of the weather outside, the Indo-China Steam Navigation Company's steamer *Hangang* reached port from the North to-day, and landed ten polo ponies which are to take part in the interport polo match, booked, as we have stated first, to take place on the polo ground, at Causeway Bay, on Saturday afternoon, between a team representing Shanghai and a picked team of Hongkong players.

The ponies were landed in the afternoon and are being looked after at Kennedy Stables. From their condition, as already stated, the match looks like being postponed. The rough passage from Shanghai seems to have told considerably on the animals, who appear to be in a "fired" not to say broken-down, condition, and if the opinion of one of the best judges of horseflesh in town can be taken, it will need three or four days before the ponies can be brightened up. It will be a great disappointment to many who can only spare Saturdays for an outing if the match is postponed to a week day, and we hope not, but at the same time it is hardly fair to the ponies to call them into play under such circumstances. It is to be hoped that the attention they will receive at the hands of Mr. G. W. Gegg, the manager of Kennedy Stables, and his assistants will do much to buck up the spirits of the ponies in order that they may be able to take the field on Saturday in as sprightly a condition as they were in when they left their home.

The Shanghai team is due to reach here tomorrow by the English mail *Admiral*.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon, President—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General Broadwood, C.B., Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. W. Rees Davies (Attorney General), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), Hon. Capt. Basil H. H. Taylor, R.N., (Harbour Master), Hon. Mr. E. A. Irving (Registrar General), Hon. Dr. Ho Kai, M.B.E., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. H. E. Pollock, K.C., Hon. Mr. Murray Stewart, Hon. Mr. H. A. W. Slade, and Mr. C. Clement (Clerk of Council).

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary, by command of the Governor, laid on the table the following sessional papers:—

Correspondence regarding the typhoon shelter at Mong-Kok-tui and the proposed temporary increase in Light Dues; and report on the Botanical and Forestry Department for year 1907.

FINANCE.

The Colonial Secretary laid on the table Financial Minutes Nos. 42 and 43. It was agreed that they be referred to the Finance Committee.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 42 and 43. It was agreed that they be referred to the Finance Committee.

TYPHOON SIGNALS IMPROVEMENT.

His Excellency the Governor said he had received from the Secretary of State a telegram which had already been published in the papers, in the following terms:—"Your telegram, 30th July, news of typhoon, received with great regret by H.M.'s Government, who desire me to convey to community at Hongkong sincere sympathy at this second disaster within two years." He might add that he had recently been in correspondence with the Commander-in-Chief in South China with a view to having wireless messages from any ships of His Majesty's Navy which might be cruising round when there were typhoons or other disturbances. Arrangements had been fixed which he hoped might materially help the Observatory and improve the signalings of the Colony.

LIGHT DUES.

His Excellency the Governor moved the following resolution:—

Resolved that on and from the 1st January 1909, the owner, agent or master of every ship, which enters the waters of the Colony, shall pay the following dues to such officer as the Governor may, from time to time, appoint:—

(1) For all river steamers which enter the waters of the Colony by day or by night:—Five-sixths of a cent per ton register.

(2) All other ships, which enter the waters of the Colony:—Two cents per ton register.

Exemptions: British and Foreign ships of war.

Addressing the Council on the resolution, His Excellency the Governor said that it would be within the recollection of members of the Council that in the debate on the Estimates which took place on the 3rd of October last year the hon. Mr. Osborne—whose absence today he very greatly regretted—urged upon the Government that there should be no further delay in the erection of a typhoon shelter. He reminded the Council of the resolutions formed after the typhoon of 1906 when 7,000 lives were lost. He reproached the Government that nothing had been done for 25 years, and in September, 1906, according to his estimate 10,000 lives were lost. Mr. Osborne was supported by the other unofficial representative of the Chamber of Commerce, the hon. Mr. Hewitt, who stated that in his opinion the typhoon shelter was urgently needed. In the debate in 1906 the senior unofficial member representing the Chinese community also gave his verdict in favour of a typhoon shelter. The local press in the Colony had been unanimous in supporting the immediate necessity of building a refuge and they had urged that the Government was incurring a very heavy responsibility in delaying its construction. He admitted that in that debate he had considered it was an urgent necessity for the Government to afford adequate protection to the small craft frequenting this harbour. It remained for the Government to settle in what way the money should be provided. After careful study of the finances of the Colony and of the steps which in similar crises had been adopted, he came to the conclusion that half the cost should be defrayed by an additional impost on the shipping. The reasons which had led to this conclusion were given in brief form in the papers laid on the table to-day. It might be said that this typhoon shelter was mainly for the benefit of the native craft. Why then should the native craft not pay for it? The answer to that he had given in the memorandum, namely, that it was not only the native craft that would benefit but the European shipping as they themselves said in one of their earlier letters. In 1907 it was calculated that the native junks paid three cents per ton—that was say one more cent than was now asked for from the European shipping as a temporary measure of providing for this shelter. It was also calculated that of the revenue produced by these and other charges on native shipping 59 per cent was spent upon them whereas of the ocean shipping 65 per cent was spent upon them. The river steamers only paid one-third cent by night. That was calculated to be one-ninth or one-seventh of a ton for all river tonnage entering the harbour. In going into this question it was discovered that the fees levied on cargo boats, lighters and water boats was somewhat inadequate, and these had been raised. In December, 1906, unofficial members, with one exception, unanimously proposed that the light dues should be permanently increased to 2½ cents

per ton. That recommendation was not accepted at the time. A committee in 1905, appointed to consider the possible sources of revenue, also proposed that 2½ cents should be levied on shipping. The proposal, therefore, before the Council was not a novel one; it was a proposal considered before by the Council and with one exception agreed to. The papers laid on the table showed that during the time the light dues were increased for the erection of Gap Rock lighthouse the tonnage of the port steadily increased but it was noticeable that the tonnage of junks remained stationary. Why was this? He thought it was reasonable to assume that it was due to the fact that the harbour could not accommodate more junks. It might be further asked—Why should this tax be imposed upon shipping only? He feared that when they came to form the Estimates for 1908 the Budget for next year they would find that shipping was not the only industry that would have to pay extra taxation. What with falling exchange, the precarious position of the opium question, subsidiary charges, heavy losses lately sustained in this Colony by the last typhoon and in the heavy rainstorms that preceded it, what with increased interest on railway construction and prevailing trade depression he feared the outlook was not a very bright one. After referring to the increased interest charges on the railway and the capital necessary to form a sinking fund, His Excellency said the charge for light dues and for buoys paid, by the P. & O. mail steamers, was \$248, by the Messageries Maritimes \$144, and by the German mail \$203 and that did not seem to him to be outrageous figures. He quoted the statistics of the native craft, lost in the last typhoon and expressed the hope that the resolution would be passed.

Mr. Murray Stewart said that the correspondence from the Chamber of Commerce expressed the views of that body. Referring to the last letter from the Colonial Secretary, he observed that it had been impossible to hold a meeting of the Committee, but he thought a postponement of the resolution would be agreed to until there had been a meeting of the Committee. If any plan was adopted for the reclamation of Causeway Bay the land regained from the sea should be used as a set off against the cost of the Mongkoktui scheme. He thought the Government should afford an opportunity for the Government officials to discuss the new scheme with the signatories to the protest. He did not ask for a lengthy delay but simply for as long as it would be necessary to discuss this matter. He had been asked by the chairman of the Chamber of Commerce to move that this resolution would be adjourned and he trusted the Government would see their way to do so.

Mr. Gresson held that the resolution had not been sufficiently brought to the notice of the Council. As a member of the Typhoon Committee he had been in favour of a shelter at Mongkoktui in 1906. The Public Works Department estimated the cost at \$500,000. They did not know then that the Colony was to lose a great and important part of its revenue through the action of the home Government in the matter of opium. It was understood that for the original scheme some \$300,000 would be available for the payment of work on the shelter. Therefore, it would be seen at that time it was only contemplated to expend out of Government funds the sum of \$300,000. That was a very different thing from \$1,500,000. The feeling in the Colony seemed to have changed, in his opinion, as to the advisability of this refuge, mainly owing to the fact of the extra expenditure, and he thought the proposal made by the representative of the Chamber of Commerce was well worth His Excellency's consideration. He also asked that this resolution be postponed until they had had a further opportunity of discussing the whole matter.

Dr. Ho Kai supported the proposal to postpone the resolution.

Mr. Wei Yuk contended.

His Excellency the Governor, in a lengthy reply, said it was useless to hang up this question any longer, and a further postponement was nothing more or less than culpable vacillation. He felt sure that the consensus of opinion in the Colony was in favour of the Government's action.

The amendment moved by Mr. Murray Stewart was then put to the vote as follows:—"That the debate be adjourned pending the deliberation upon the shipping compendies protest."

All the unofficial members voted for the amendment and all the officials voted against it.

The original resolution was then put to the meeting and carried by 11 votes to 3—the dissenting members being Messrs. Gresson and Stewart.

ADJOURNMENT.

The Council then adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

COMPENSATION.

A sum of one thousand three hundred and sixty-eight dollars in aid of the vote, Public Works, Extraordinary, miscellaneous, compensation for the resumption of Lots Nos. 272 and 711 situated in Demarcation District No. 6.

POST OFFICE LAUNCH.

A sum of one hundred and eighty-nine dollars in aid of the vote, Post Office, A—Hongkong Post Office, other charges, repairs to steam launch.

This was all the business.

THE Yokohama Specie Bank is about to extend its foreign business by the establishment of new branches. As the result of a tour of inspection in Europe, America, and India undertaken by Mr. Bakli, a director of the Yokohama Specie Bank, who returned about a week ago, the bank proposes to establish branches at Rangoon, Singapore, Montreal or Vancouver in Canada, and Seattle. Branches are also to be established in Australia.

THE TYPHOON.

MORE DEAD BODIES RECOVERED.

The patrol launches doing duty in and around the harbour continue to pick up more dead bodies. Yesterday, twenty-five corpses were found and buried. Most of the bodies were recovered in Tai O and Shau-ki-wan bays. Among those picked up was the body of a European, who is believed to have been a member of the Chinese Customs staff, and a passenger on board the steamer *Ying King* on the night she foundered. His body was found floating off Laniao and drifting in the direction of Tai O Bay. There now remains the body of another European to be found to complete the list of Europeans drowned.

The table up-to-date reads thus:—
Drowned 230
Killed in collisions 66
Missing 200
(including one European)
Injured 14

CANTON DAY BY DAY.

THE TYPHOON.

[From Our Own Correspondent.]

Canton, 5th August.

It is ascertained that, up to this morning, the number of native craft that were wrecked during the typhoon on the 28th ultimo in Canton harbour, is 789, and that of lives lost about 70; the latter number, happily, has not turned out to be as large as it was at first feared.

Investigations concerning the disastrous typhoon of the 28th ultimo having been completed, the Viceroy yesterday despatched a telegraphic memorial to the Throne giving in detail a report of the 'unwelcome visitation.' It is hoped by the general public that the Imperial Government will feel sympathy with the sufferers and grant a sum of money to relieve them.

MAKING UP OPIUM REVENUE.

In order to make good the deficit of the revenue caused by the suppression of opium smoking, the Salt Comptroller has given instructions to raise the price of salt from the 1st day of this month.

FLOOD RELIEF.

The Kwangtung officials at the Capital propose to jointly sign a memorial to the Imperial Government requesting it to grant a sum of money equal to that granted last year to Anhui province, in aid of the sufferers by the recent floods in the North and West River districts, in the Kwangtung province.

THE BAZAAR.

Taotais Wang and Wun have been instructed to personally supervise the guards at the Canton Flood Fund Bazaar.

The Kwangtung Aerated Water Company has promised to make a present of a daily supply of 40,000 bottles of water to the Canton Flood Fund Bazaar.

INDIAN WATCHMEN AT LAW.

"WANT OF CONSIDERATION" THE DEFENCE RAISED.

A somewhat amusing defence was raised in a case which was heard by Mr. Justice Gompertz in the Supreme Court, this afternoon.

Baksha Singh, a watchman, of 63, Praya Wali, sought to recover a certain sum of money from Wadan Singh, also a watchman, of the Cement Works, at Hungghom.

Mr. E. Davidson, of Messrs. Hastings and Hastings, acted for the plaintiff. Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, represented the defendant.

It was stated by Mr. Davidson that the claim was for \$149, which sum the defendant had received from the plaintiff. He then proceeded to state the alleged facts of the case. On the 20th March last plaintiff lent to defendant \$160 to remit to his (plaintiff's) friends in India, as he was on the point of leaving the Colony for New Guinea. On his return, plaintiff heard that no money had been remitted, and no time was lost in interviewing the defendant, who alleged that he had remitted only \$15 and had pocketed the balance, saying he had gone short of money, and promised to repay the plaintiff by weekly instalments. This defendant never did, and 'latterly he denied all liability.

Mr. Stevenson, asked what his defence was, remarked that it was a "special one." He knew nothing of the claim. If it were found that money had been paid to his client then he would set up a defence of "want of consideration."

Mr. Justice Gompertz—What do you mean by "want of consideration?"

Mr. Stevenson—No consideration for the contract. Recompense for services rendered.

Mr. Davidson contended that no consideration was alleged.

Mr. Justice Gompertz—I don't understand what you mean by "want of consideration."

Mr. Stevenson observed that that was a secondary defence. He added that defendant rendered plaintiff a service by remitting \$15 to India for him, and he was entitled to some recompense.

Mr. Justice Gompertz—That does not excuse you from returning the balance of the money.

Mr. Stevenson—But we have remitted what sum was given us to remit.

The discussion then closed, and the case was opened by the calling of witnesses.

A COMMOTION which was heard in Aberdeen Bay yesterday afternoon caused some stir among the fisher folk, who believed that murder was being committed. When the police rowed out into the middle of the bay they saw a number of men on a fishing boat smacking crockery, and behaving generally in a disorderly fashion. The police put alongside immediately and stopped the damage to any more property, by arresting six men, who had left their vessel to settle a dispute with a rival. They were charged in the Police Court, this morning, with disorderly behaviour and using abusive language, and with damaging property. They were fined \$5 each. The cause of the trouble was not stated.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

DASTARDLY ASSAULT AT TIENTSIN.

RUSSIAN CONSUL STABBED.

[From Our Own Correspondent.]

Shanghai, 6th August, 8.50 p.m.

The Russian Consul at Tientsin has been stabbed.

His assailant is supposed to be Chinese.

The Consul's condition is serious.

[The gentleman acting as Consul for Russia at Tientsin is Mr. N. M. Poppe, according to the *Directory of China*.—Ed., H.K.T.]

TROUBLE AT HOIHOW.

MERCHANTS ON STRIKE.

[By courtesy of the "Sheung Po."]

Pakhoi, 5th August.

It is reported that the merchants at Hoihow have gone on strike to mark their sense of dissatisfaction with their alleged ill-treatment by certain Custom House officials.

Several steamers, which have arrived at Hoihow, are apparently tied up as no consignees have come forward to take delivery of their cargoes.

CANTON FLOOD BAZAAR.

PATRONIZED BY LADY CHANG.

[By courtesy of the "Sheung Po."]

Canton, 5th August.

Lady Chang Jen-chün, wife of His Excellency the Viceroy, was present at the opening ceremony of the Bazaar in aid of the West River Flood Funds.

Several thousand people attended. Lady Chang bought a picture for \$1,000.

The total sum realised from the proceeds of the sale of articles amounted to over \$10,000.

THE JAPANESE INCIDENT AT PEKING.

ARMY DESERTER ARRESTED.

[By courtesy of the "Sheung Po."]

Peking, 5th August.

It has now transpired that the man who was arrested by Japanese soldiers at Peking outside the Legation boundary is not a Chinaman.

The man claimed Chinese nationality, but is in reality a Japanese subject and a deserter from the Army.

H. M. S. "Indomitable."

LONDON, 4th August.

H. M. S. *Indomitable*, with H. R. H. the Prince of Wales on board, has arrived at Cowes, having made a Transatlantic warship record of five days, eighteen hours and forty minutes.

The Paris Strikers.

Though the general strike in Paris was a fiasco, there were several collisions between the police and demonstrators yesterday, and a number of policemen were injured.

Later.

The Kaiser in Sweden.

Their Imperial Majesties the Kaiser and Kaiserin have arrived at Stockholm where they were received by the King and Queen of Sweden.

Persia.

Firing has been progressing at Tabriz since Monday morning.

The Turkish Consul has demanded a cessation of the Civil war, otherwise his Government will be compelled to intervene in order to protect injured Turks.

Advices from Teheran state that the Shah has protested to the Turkish Embassy against the receiving of crowds of refugees without reason, and the Embassy has ordered them to leave; they, however, refuse to go and remain in the Embassy.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General at 4.45 a.m. to-day:—August 6th at noon, cyclone or typhoon N.W. of Naha, inclining westward. Cyclone or typhoon near or over Rapa Channel moving E.

New Typhoon Shelter.

PROPOSED INCREASE OF LIGHT DUES.

SHIPPING FIRMS' PROTEST.

The following letter has been addressed to the Colonial Secretary, by the shipping firms, in reply to his letter to the Secretary of the Chamber of Commerce dated the 25th July and published in the *Hongkong Telegraph* of 4th inst.:-

Hongkong, 5th August, 1908.

Sir,—With reference to our letters of 23rd April and 23rd June last addressed to the Hongkong General Chamber of Commerce on the subject of the proposed typhoon harbour of refuge at Mongkoktsui, copies of which were forwarded by them to the Government, and to the fact of which we have not yet officially received a copy of the Government's reply, although we have a copy of same in this morning's *Daily Press* [The Government's reply was printed in the *Hongkong Telegraph* of the previous evening.—Ed., H.K.T.], we beg to state that we most emphatically protest against the resolution to be proposed in the Legislative Council on the 6th inst. to raise the light dues leviable on steamers entering this port from 1 cent to 2 cents per net register ton, for the purpose of partly financing the scheme to build a harbour of refuge at Mongkoktsui at a cost of \$1,500,000.

From the copy in the *Daily Press* of your letter to the Hongkong General Chamber of Commerce replying to our communication of 23rd June last, we notice that the Government have made some capital out of the fact that two members of the 1905 Typhoon Relief Committee, whose firms represent large shipping interests here and who are signatories to our letters of 23rd April and 23rd June last, acquiesced in the recommendation made by that committee to the Government that the harbour of refuge at Mongkoktsui should be proceeded with at once.

While this statement is correct as far as it goes, we would direct the attention of the Government to the fact that the question of financing the proposed harbour of refuge at Mongkoktsui was never discussed by that committee who understood that it was to be paid for by the Government out of the funds provided by them to the Relief Fund, but which were not required for that purpose.

Further we should like to state that the present proposal by the Government to spend \$1,500,000 on a harbour of refuge at Mongkoktsui—half of which has to be provided by the shipping companies—is quite another matter, and had such proposals been made by the 1905 Typhoon Relief Committee, it is safe to assume that both the gentlemen mentioned in your letter of 25th July last to the Hongkong General Chamber of Commerce would have strongly protested against the proposal.

But putting that matter on one side, it has been again clearly demonstrated to us in the recent unfortunate typhoon of the 27th/28th July that there is no necessity for the construction of so large and costly a harbour of refuge as that proposed by the Government.

With only five hours' notice from the Observatory of the approach of the typhoon within the 300 miles radius, comparatively little damage was done to small craft, and the loss that did occur might have been greatly reduced had the Observatory been able to ascertain the near proximity of the storm, which they were apparently unable to do, judging from the fact that the black signals were not hoisted until 6 p.m. and that the guns were fired about 11 p.m. when the typhoon was actually upon the port.

Further, we beg to state that we are prepared to prove:-

(a) That Causeway Bay refuge was not by any means fully occupied by craft on the night of the late typhoon and that there was room for many more boats.

(b) That the Government's theory that there is always sufficient water at Causeway Bay in a typhoon is misleading, for while this may be the case in the height of a typhoon we are prepared to prove that there was great congestion on the afternoon of the 27th July at the entrance to the refuge after the typhoon was signalled outside 300 miles—boats desiring to enter being prevented by the inability of those already in from moving further inshore owing to the shallowness of the refuge.

It has been hinted that it is the intention of the Government to fill in Causeway Bay refuge when the proposed Mongkoktsui scheme is completed, and we should be glad to have the Government's assurance that this is not so. If, however, such should be the case, we suggest that the money eventually obtained by the sale of that ground should be earmarked to reimburse the cost of the Mongkoktsui scheme, if the Government are determined to proceed with the work.

We are, however, so convinced that the Government's proposal to spend \$1,500,000 on a harbour of refuge at Mongkoktsui unnecessary and unwise that we would again urge His Excellency to reconsider the whole question before finally committing the Colony to the expenditure of so large an amount of public and private money.

We are sending a copy of this letter to the Chamber of Commerce, also to the Chamber's representative on the Legislative Council and to the Press.—We have, etc.,

F. J. ABBOTT, Acting Superintendent, P. & O. S. N. Co.
BUTTERFIELD & SWIRE, Agents, Ocean S. S. Co., Ltd., China Mutual B. N. Co., Ltd., China Navigation Co., Ltd.
JARDINE MATHESON & Co., Ltd., General Managers, Indo-China S. N. Co.; Agents, Indra Line.

DONWELL & Co., Ltd., EDGAR G. BARNETT, Manager.
THE HONGKONG & MACAO STEAMBOAT CO., Ltd., W. E. OLIVER, Secretary.
FOR THE CANADIAN PACIFIC RAILWAY, D. W. CRADDOCK, General Traffic Agent.
DOUGLAS, LAURIE & Co., General Managers, Douglas S. S. Co., Ltd.

DAVID SASSOON & Co., Ltd., E. SHELLIM, Manager, Agents, Apar & Co.'s Calcutta-Hongkong Line.

GIBB, LIVINGSTON & Co., Agents, E. & A. S. S. Co., Ltd., Agents, "Ben" Line of Steamers.
SHEWAN, TOMES & Co., General Managers, C. & M. S. S. Co., Ltd., General Agents, A. A. S. S. Co.; Agents, "Shire" Line of Steamers Ltd.

Per Pro' MCGREGOR BROS. & GOW, E. H. HINDS, General Managers, "Glen" Line of Steamers.
To the Hon. Mr. F. H. MAY, C.M.G., Colonial Secretary.

GOVERNMENT'S REPLY.

Colonial Secretary's Office,
Hongkong, 6th August, 1908.

Gentlemen,—I am directed to acknowledge the receipt of your letter of the 5th inst., protesting against the resolution to be considered to-day by the Legislative Council to raise the light dues from 1 cent to 2 cents per net register ton for the purpose of defraying half the cost of the proposed typhoon shelter at Mongkoktsui.

Your letter of the 23rd of June to which reference is made was received under cover of a letter from the Chamber of Commerce dated the 23rd ultimo.

A reply was sent to the Chamber on the 25th ultimo and in the circumstances the Government did not conceive that a separate answer to your letter of the 23rd of June was necessary.

2. With regard to the 2nd and 3rd paragraphs of your letter under reply, I am to point out that you have misunderstood the nature of the reference made to the Typhoon Relief Committee in my letter of the 18th of December, 1906. That letter covered a report by Mr. J. F. Boulton in which several schemes for a second boat shelter were discussed and the opinion of the Typhoon Relief Committee on the merits of the several proposals was invited. The committee pronounced in favour of Mongkoktsui.

3. Your contention now is that so large and costly a shelter is not necessary, and you aver that on the night of the typhoon of the 27th July the shelter at Causeway Bay was by no means full and that on the afternoon of the same day there was congestion owing to the inability of the craft already in the refuge to get further in and make room for others.

It is possible that on the afternoon in question owing to low tide some congestion did occur, but with the rising tide the shelter was filled with boats; and that it was not adequate to accommodate all the craft that would have sought shelter if shelter had been available is proved by the fact that in the harbour no less than 6 steam-launches, 1 motor-boat, 10 European lighters, and 66 junks, cargo-boats and sampans were wrecked, with a loss of 45 lives on the night in question. Large numbers of craft of various descriptions took shelter behind Stonecutters' Island and along the Yau-mai shore and it was solely due to the fact that at no time did the typhoon blow from the westward that these did not suffer great loss and damage.

4. It is within your knowledge that steps are being taken to deepen that portion of Causeway Bay which becomes exposed at low tide for which shipping will not be charged. There is no present intention to fill in Causeway Bay on the provision of a second shelter. The Causeway Bay shelter is regarded as a useful harbour of refuge especially for the numerous boats that frequent the eastern portion of the harbour. But it has its limitations, one of which is its inadequate size and the other its inaccessibility for lighters and other craft using the western and north-western portions of the harbour.

I am to remind you that the question of the provision of a second typhoon shelter has now been under consideration for four years during which period the Government has been urged in the Public Press and in the Legislative Council to prosecute the work with expedition in response to the loudly declared desire of the community. The location of the shelter at Mongkoktsui has been approved by various representative committees and procrastination now on the part of the Government would justify merit censure.

5. For these and other reasons fully set out in the printed correspondence of which a copy is enclosed, His Excellency is not prepared to re-open the question of the provision of a second shelter, of its location or of the method of financing its construction, matters which have received the very earnest consideration of the Government's expert advisers and the Public Works Committee of the Legislative Council for many months past.—I am, etc.,

(Signed) F. H. MAY,
Colonial Secretary.
The Acting Superintendent,
Peninsular and Oriental Steam Navigation Company, and Others.

We learn that Captain Habel, of the Hamburg-America line *Saxonia*, has received from His Majesty the Emperor, through the German Consul, a silver medal in recognition of the rescue of three shipwrecked Japanese in January last. As was reported in our columns at the time, when the *Saxonia* was passing Higomisaki lighthouse, a signal was made to the steamer that a ship had been wrecked close by. Captain Habel at once made preparations to attempt to render assistance, and although a very heavy swell was running succeeded in turning the *Saxonia* round. Having sighted the wreck—a Japanese schooner—the *Saxonia* was taken as close to the distressed vessel as was possible with safety, and after a large quantity of oil had been thrown aboard a boat was lowered, and the three survivors were safely hoisted off one by one, and taken on board the *Saxonia*, which then resumed her voyage, bringing the rescued seamen on to Kobe. It is interesting to note that this is the third occasion on which Captain Habel has received acknowledgments for saving life at sea. On the first occasion he received a gold medal from the Kaiser, and the second time he was given a silver cup—Japan's gift.

ECHO OF THE TYPHOON.

SOLDIER ACCUSED OF ROBBERY A SHIP-WRECKED CHINAMAN.

A gunner attached to the Royal Garrison Artillery, stationed at Stonecutters' Island, was charged before Mr. J. H. Kemp, in the Police Court, this morning, with stealing a silver watch and a nickel chain from the coxswain—Kwok Kew—of the steam-launch *Lee Kuei*, during the typhoon. To this charge Gunner Connolly pleaded not guilty. Asked if he had any witnesses he replied in the negative, adding that everybody was against him.

It was stated by the prosecutor that on the night of the typhoon his launch was somewhere in the neighbourhood of Stonecutters' Island. Shortly after midnight the *Lee Kuei* became unmanageable and collided with a lighter. Her crew sprang aboard the lighter and was landed on the beach, the launch being blown ashore some time later. Before the crew left the launch prosecutor changed his clothes, and hung up his other jacket on a rack. In the pocket of the old jacket was his watch and chain.

The Court—Did everybody leave the launch during the typhoon?

Prosecutor—Not all. Six left on the lighter and three remained on board the launch.

What became of them?—They reported the loss of the launch the following morning, but they have not since been seen.

Staff Sergeant Foreman here took the stand. On the afternoon of the 28th ulto. he said he was standing outside the Master Gunner's office at Stonecutters. On the beach he saw a soldier in company with a few Chinamen. Witness saw the soldier take something away from one of the Chinamen and ran off.

The Court—Did you see any scuffle?

Witness—No.

About twenty yards lower down the beach, the witness went on, a contractor's workman, who saw the soldier's action, called out, and they pursued the man, catching him up near the sentry box. Witness went up and on making inquiries learnt that the soldier, whose name was Connolly, had stolen a Chinaman's watch and chain.

Cross-examined by accused: Witness saw the whole affair from where he was standing. He saw the Chinamen being 'stopped' by two soldiers in the pursuit of the accused. The Chinamen were later taken to the Master Gunner's office.

The Court—I want you to explain your statement a little more when you said you saw the soldier take something away from the Chinaman. Witness—I didn't see anything pass.

By Detective Sergeant Appleton—Did you report the matter?

Witness—Yes.

The Court—How soon?—An hour afterwards.

Another gunner, who was doing police duty on the pier, spoke to seeing three Chinamen speaking to accused on the beach. One had a bundle. He saw the Chinaman take out a watch from the bundle and tried to access, who started to return to the barracks.

The Court—Was accused running when you first saw him?

Witness—No.

The last witness stated that he was running. He might have been. I did not see that. Cross-examined: When witness first saw the Chinese they were about 100 yards from the pier. Witness saw Staff Sergeant Foreman. He was standing on the pier.

The Court—Don't you think it was extraordinary for you, as a policeman, to take no action when you saw accused take the watch from the Chinaman?

The witness murmured something which was inaudible.

The Court repeated the question, but this time no answer came.

Sergeant Major Ryan said that on the morning of 31st ulto. he saw accused hand over a watch to his commanding officer. Witness could not be sure of what statement accused made then, but he thought it was, "I took it out of a bundle." Witness did not hear defendant say, "I picked it out of a bundle I found on the beach."

An attempt was then made by his Worship to extract from the prosecutor the whereabouts of the three men who remained on the launch at the time the stranded, but without success.

That closed the case for the prosecution.

In his defence accused said he found the watch in a bundle of mattress which had been washed ashore. When he returned to barracks he handed it over to another man to lock in his box, witness having no lock on his locker. He later handed the watch over to his commanding officer.

The Court—Who was the man who gave the watch to?—Gunner Greenwood.

His Worship, after examining the watch, remarked that it did not look as if it had been in a bundle on the beach as the works had not been soiled, nor were there any signs of water having touched the vital parts. He was of opinion that accused was guilty, but owing to the circumstances of the case, and his good character, he did not wish to send him to goal. He would pay a fine of \$15, or go to goal for one month.

The third day's hearing of the case in which the Hip On Insurance, Exchange and Loan Co., Limited, and the Hongkong and Manila Yuan Sheong Exchange and Trading Company, Limited, are suing Li Po Yang and Li Po Kam for \$49,050.65 as money lent was reached at the Supreme Court this morning, and is likely to last for another week. In this case Mr. H. E. Pollock, K.C., and Mr. McNall of Shanghai, instructed by Mr. F. B. Bowley, of Messrs. Denney and Bowley, appear for the plaintiff. Mr. M. W. Slade, instructed by Mr. G. K. Hall Bratton, represents Li Po Yang, while Mr. Henry Baskley, K.C., instructed by Mr. Atkin, son of Messrs. Denney, Looker and Denney, appears for the other defendant.

HONGKONG WATER POLO SHIELD COMPETITION.

FIFTH ROUND.

Yesterday afternoon the Victoria Recreation Club's enclosure was filled to its utmost by a record gathering which could not have numbered less than two to three hundred, to witness three matches in the above competition, but principally the one between the Corinthian Yacht Club and Victoria Recreation Club, as the winners of this game are expected to carry off the shield this season. This match, though ultimately ending in a draw, proved to be one of the finest games of Water Polo exhibited in this Colony. The Corinthians possessed some much faster swimmers than their opponents, but the latter made up for this by their wonderful staying power as could be seen at the conclusion of the contest when almost every man of the home team appeared fresh enough to start in for a third half, and in fact were anxious to, as they were keen on deciding the ownership of the Shield this year.

The 8th and 88th Companies Royal Garrison Artillery were down on the programme to start the first match of the day at 5.30 p.m., but as neither team put in an appearance by 6 o'clock, the match of the day between the V.R.C. and C.Y.C. then took place. These two Companies will, however, have to play off their tie this week.

The home team were the first to take the water and were cheered by their supporters as they got in the arena, as also were the Corinthians by their backers.

The teams were:—
V.R.C. (blues):—L. E. Lammert, A. H. C. roll, A. E. Alves, A. V. Barros, H. C. Sayer, M. M. Rosa Pereira and P. M. Remedios.
C.Y.C. (whites):—R. C. Wittchell, C. J. Cooke, C. Humphreys, E. Humphreys, O. R. Chunyer, J. Forbes and G. Wittchell.

Both teams started off well at the commencement of play and Sayer secured the ball at the swim up and passed back, but it was not for long, as R. C. Wittchell soon got hold of it and looked dangerous, but Barros set matters at ease by ducking him when he was just about to try and score from almost in front of goal.

The ball went forward and Carroll tried a long shot, which went a bit wide. In the excitement which was then prevailing, the Corinthians' goal-keeper sent the ball over the half way line, thus conceding a free throw to the Blues, but nothing came off this and the Whites sent the ball over the line twice in succession. Pereira had a nice opportunity to score and quickly availed of it, but was fouled by C. Humphreys. The Whites in their excitement were again guilty of sending the ball out of the field and C. Humphreys again marred the play by fouling P. eira. Lammert of the V.R.C. stopped a very hard shot at goal and just saved his team.

The home team now took the offensive, and Sayer and Remedios both tried, but missed. C. Cooke was being well marked by Alves and made a feeble attempt to shoot, but this was easily saved, and the whistle sounded for half time—neither side having scored.

In the second spell the Whites got the ball, but lost it almost immediately after Carroll again shot without success as also did Sayer. The ball was then close up to the Yacht Club's goal, and matters looked serious when young Wittchell fouled Carroll. Pereira now got hold of the ball and tried a weak shot, and just as Carroll was making another attempt to swim up, this player was again fouled by G. Wittchell. C. Humphreys, in trying to prevent Pereira from scoring, fouled. The ball was now taken down to the other end of the bath and R. Wittchell made a good attempt to shoot which Lammert saved well. The ball was sent up the field again and Pereira tried another shot which missed. Carroll, who had now got possession of the ball, swam right up to his opponents' goal and was ducked with in the four yard line by G. Wittchell. The Referee, however, only gave an ordinary free throw when a penalty ought to have been given to the Blues, and which would most certainly have ended in victory for the latter had this been done. Pereira got the ball from a pass by Carroll and tried, but luck did not favour him. G. Wittchell was soon after guilty of fouling Carroll again, when the latter nearly got away, and the game ended in a draw, with the Blues attacking.

Both teams have to be complimented on the way they played, more especially the V.R.C., who throughout the whole of the game never had a foul given against them and played in a very sportsmanlike manner, but the same cannot be said about their opponents, C. Humphreys and G. Wittchell marred the progress of this fine game continually, thus evoking considerable criticism.

This match will have to be replayed after completion of the other rounds on the 22nd inst., and should take place sometime between this date and the 29th August. The result of this competition is sure to add additional interest in this contest.

Rank V.R.C. 41, C.Y.C. nil.

The second match of the day between the Royal Hongkong Yacht Club and H.M.S. *Tamar* also proved a very good game, though not nearly as fast as the first, but still it proved very interesting, and after a very hard tussle, ended in a win for the Civilian Team by 4 goals to 2.

The League Table now stands as follows:—

Played. Won. Lost. Drawn. Total.

V. R. C. 4 0 0 1 9

C. Y. C. 4 0 1 1 9

R. H. K. Y. C. 3 1 1 7

H. M. S. *Tamar* 2 3 0 4

R. E. 4 2 2 0 4

87th Co. R. G. A. 1 2 1 3

88th Co. R. G. A. 0 4 0 3

89th Co. R. G. A. 0 4 0 0

4 points for a win.

1 point for a draw.

The Ministry of Justice has decided to ask for the Imperial sanction to enact a law against the sale of morphia in the Empire, making it a penal offence. The breaker of the law will be further sentenced to banishment to the most inhospitable regions of Ceylon to expiate his offence.

Today's Advertisements.

WORKS MANAGER WANTED OVER GENERAL ENGINEERING WORKS.

MUST have First-class General Engineering knowledge and experience. Good Education and Energy are requisite. Particulars of Qualifications, Age, and Salary expected should be given. Applications to reach Tientsin before 31st August, and to be addressed to

SECRETARY,
TIENSIN IRON WORKS,
Tientsin.

The above position is vacant owing to the resignation of present Manager who is leaving China permanently.
Tientsin, 6th August, 1908. [730]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th August, 1908. [731]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆一廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG (written the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [732]

BENGER'S Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

[733-A]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 6th August, 1908. [739]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 11th August, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 6th August, 1908. [740]

Intimations.

SPECIAL BARGAINS IN

IN

HIGH CLASS

PIANOS.

TO CLEAR. ORDINARY PRICE.

Collard - \$480 \$600

Broadwood 225 400

Rachals - 380 550

Own Make 250 360

Krauss - 400 600

Haake - 325 450

WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

CASH or CREDIT

PIANOS FOR HIRE

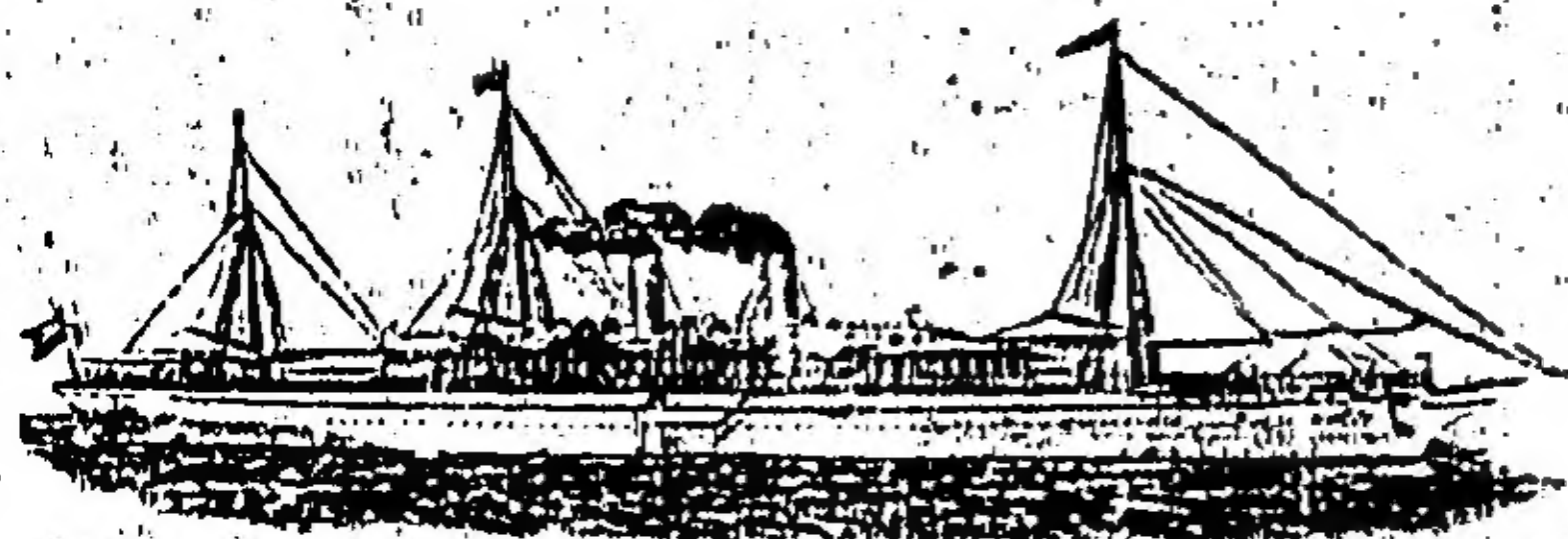
\$8

per Month.

ROBINSON

PIANO Co., Ltd.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPRESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 29th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPIRE" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class 471 to 472.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... 440 " " 442.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, &c., Corner Padder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	"YUEN-SANG"	FRIDAY, 7th August, 4 P.M.
SHANGHAI	"YAT-SHING"	SATURDAY, 8th Aug. Noon.
SHANGHAI	"HANG-SANG"	MONDAY, 10th Aug. Noon.
SINGAPORE, PENANG, CALCUTTA, KUTSANG	"FOOK-SANG"	WEDNESDAY, 12th August, 2 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOK-SANG"	FRIDAY, 14th August, Noon.
MANILA	"LOONG-SANG"	FRIDAY, 14th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers "Kutang," "Nanking" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 5th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SWATOW & SHANGHAI	"KIUEIANG"	7th Aug., 4 P.M.
AMOI, CHEFOO & NEWCHANG	"KWEIYANG"	8th " "
TSINGTAU, CHEFOO & NEWCHANG	"LI NGUOHOW"	8th " "
MANILA	"TEAN"	11th " "
MANILA, ZAMBOANGA and AUS-TRALIA	"CHANGSHA"	2nd Sept.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 36. Hongkong, 6th August, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light.—Perfect Cuisine.—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodget	MANILA	SATURDAY, 8th August, at Noon.
RUBI	2540	Almond	"	SATURDAY, 15th August, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Hongkong, 1st August, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around the world. For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908

HONGKONG-NEW YORK. AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE" On 11th August, 1908.

For freight and further information, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 14th July, 1908

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MARMORA"

Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 8th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Himalaya," 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on 20th September, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent. Hongkong, 25th July, 1908.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Belsio, will be despatched as above on MONDAY, the 10th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 6th August, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER. "KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and sail throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4. Meals.....\$1.25, each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIP ON S.S. CO., LD., No. 4, Queen's Road West. Hongkong, 1st July, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around the world. For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908

HONGKONG-NEW YORK. AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE" On 11th August, 1908.

For freight and further information, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 14th July, 1908

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MARMORA"

Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 8th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Himalaya," 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on 20th September, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent. Hongkong, 25th July, 1908.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Belsio, will be despatched as above on MONDAY, the 10th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 6th August, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER. "KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and sail throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4. Meals.....\$1.25, each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIP ON S.S. CO., LD., No. 4, Queen's Road West. Hongkong, 1st July, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 31st July, 1908. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa D 18

" Corned—Ham Ngau Yuk 18

" Roast—Shio 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 28

" Sausages—Ngau Yuk Chang 26

Bullock's Brains—Know, per set 10

" Tongue fresh—Ngau Li, each 50

" Corned—Ham Ngau Li, 58

" Head—Ngau Tau 80

" Heart—Ngau Sum, per lb 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook, each 7

" Kidneys—Ngau Yiu, each 10

" Tail—Ngau Mei 17

" Liver—Ngau Con, each 12

" Tripe (undressed)—Ngau To, 7

Calves' Head and Feet—Ngau-chai, 10

" Ngau-kook, set \$1.00

Mutton Chop—Young Pai Kwat, 22

" Leg—Young Pai, 22

" Shoulder—Young Shau, 21

" Pig's Chilliings—Chi cheong, 24

" Brains—Chi Kook, per set 12

" Feet—Chi Kook, each 12

" Fry—Chi Chak, 10

" Head—Chi Tau, 12

" Heart—Chi Sum, each 9

" Kidneys—Chi Yiu, pair 8

" Liver—Chi Kon, 30

" Pork, Chop—Chi Pai Kwat, 23

" Corned—Ham Chu Yuk, 21

" Leg—Chi Pai, 23

" Fat—Chi Chai, 21

" Sheep's Head and Feet—Young Tau, 50

" Keok, set 6

" Heart—Young Sum, each 6

" Kidneys—Young Yiu, 10

" Liver—Young Con, 22

" Sucking Pig, To Order—Chu Chai, 22

" Suet Beef—Sung Ngau Yau, 20

" Mutton—Sung Young Yau, 24

" Veal—Ngau Chai Yuk, 20

" Sausages—Ngau Chai Yuk Tong, 20

POULTRY.

Chicken—Kai Chai, 30

" Capons, Large, Small—Sin Kai, 32

" Ducks—Ap, 32

" Doves—Pan Kau, each 18

" Eggs, Hen—Kai Tai, per doz. 24

" Fowls, Canton—Kai, 23

" Hainan—Hoi Nam Kai, 28

" Geese—Nga, 16

" Geese, Wild Shanghai—Sheung Hoi Ye, 16

" Musks—Dier—Wong Keng, each 12

" Hare—To Chai, 12

" Partridge—Che Khoo, 12

" Pheasant—Shan Kai, pair 26

" Pigeons, Canton—Pak Kap, each 26

" Hoihow—Hoihow Pak Kap, 22

" Quail—Um-Chip, 28

" Rice Birds—Wo Fa Cheuk, dozen 12

" Snipe—Sa Chai, each 12

" Turkeys, Cock—Fo Kai Kung, per lb 60

" Hen—Na, 45

" Wild Ducks, Shanghai, Sulap, pair 12

" Teal, Shanghai, Sulap, pair 12

" Wild Ducks, Canton—Sung Shing Sui, 12

" AP, per pair 12

FISH.

Barbel—Ka Yu, 11

" Bream—Bin Yu, 18

" Canton Fresh Water Fish—Hoi Sin Yu, 10

" Carp—Li Yu, 22

" Catfish—Chik Yu, 22

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$20,000,000 }	\$2,000,387	Final of £2 on old and £1.10 on new shares for 1-year ending 31.12.07	6 %	{ \$770 London £79 }
Nations Bank of China, Limited	90,925	£7	£6	{ £4,000 \$150,000 }	\$10,223	\$2 (London 3/6) for 1907	...	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$210,058 \$401,959 }	none	\$20 for 1906	9	\$220
North China Insurance Company, Limited	10,000	£15	£5	{ £125,000 Tls. 100,000 Tls. 48,948 }	Tls. 204,474	Interim of 7/6 ex 2/5 for 1907	6 %	Tls. 77 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$300,478 \$119,093 \$727,619 \$1,000,000 \$1,000,000 \$85,157 }	\$2,500,011	{ Final of 1/1 making \$45 for 1906 and interim of 1/1 for 1907 }	6 %	\$760
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$591,763	1/1 and bonus \$3 for 1906	9 1/2 %	\$162 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$74,433	\$6 and bonus \$2 for 1906	8 1/2 %	\$921
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 }	\$128,027	\$27 for 1906	8 1/2 %	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$254,638 \$250,000 \$250,000 \$250,000 \$250,000 \$250,000 }	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Nil.	\$4 for year ending 30.11.1907	10 1/2 %	\$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 }	\$16,457	{ \$1 for 2nd half-year making in all \$2 1/2 for year ending 31.12.07 }	7 1/2 %	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	£11,755	{ 6 for 1907 on Preference shares only @ ex 1/9 11/16 = 13.15 }	5 1/2 %	{ \$47 £20 }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 18 making Tls. 31 for 1907	7 1/2 %	{ Tls. 50 sellers Tls. 52 sales 43/6 }
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	£63,817	Final of 6 (No. 20 making 3/ for 1907 and interim of 1/1 (No. 11) for 1/10 19/8	7 1/2 %	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$98	{ \$1.00 for year ending 30.4.1908 \$0.50 }	4 1/2 %	\$15
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 140,000 Tls. 60,455 Tls. 101,000 Tls. 116,000 Tls. 17,144 Tls. 32,538 Tls. 36,648 }	Tls. 6,869	Final of Tls. 1/4 making Tls. 5 for 1907	12 1/2 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. \$279 37 1/2	18 for year ending 31.12.07	...	\$150
Enson Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. \$135 13 1/2	1/1 for 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Dr. \$135 13 1/2	Tls. 1 (8 1/2) for year ending 31.12.06	...	Tls. 92 sales
MINING.								
Chinese Engine & Machinery Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	£11,556	Interim of 1/6 (No. 10 for account 1908)	7 1/2 %	Tls. 153 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	£11,358	No. 12 of 1/1 = 48 cents	...	\$7
DOCKS, WHARVES & SHEDS.								
Fenwick (Gen.) & Co., Limited	18,000	\$15	\$15	{ \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 }	\$53,601	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$5,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 1/2 %	\$46
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$44,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$105 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 33,742	{ Final of Tls. 2 1/2 making in all Tls. 5 for year ending 30.4.08 }	6 %	Tls. 85 sales
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	{ Tls. 600,000 Tls. 600,000 Tls. 600,000 Tls. 600,000 Tls. 600,000 Tls. 600,000 Tls. 600,000 }	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	8 1/2 %	Tls. 197 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000 Tls. 15,000 Tls. 15,000 Tls. 15,000 Tls. 15,000 }	Tls. 6,532	Tls. 6 for 1907	6 %	Tls. 101 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 }	\$10,000	\$2 1/2 for year ending 30.6.07	12 1/2 %	Tls. 101 sales
Central Stores, Limited	50,128	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$9,178	\$1.80 for 1906	...	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 }	\$252	Final of 1/2 making \$7 1/2 for 1907	9 1/2 %	180
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$36,915	Interim of \$2 1/2 for account 1908	7 1/2 %	\$91 ex div.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$4,621	70 cents for 1907	6 1/2 %	\$102
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	none	\$1 1/2 for 1907	6 1/2 %	\$57
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 }	Tls. 107,547	Interim of Tls. 3 for account 1908	6 1/2 %	Tls. 119 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,541	Interim of \$2 for account 1908	9 %	\$46 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 8,807	Tls. 2 1/2 for year ending 31.10.1907	4 %	Tls. 633 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 85,519	Tls. 6 for year ending 30.9.06 (8 1/2 %)	...	Tls. 67 1/2
Laos-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 10,503	Tls. 50 for 1906	...	Tls. 242 1/2 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,200 \$1,200 \$1,200 \$1,200 \$1,200 \$1,200 \$1,200 }	£68	1/3 per share for 1906	9 %	\$74
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	£25	\$1.20 for 1907	11 1/2 %	\$101
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$25,000	60 cents for year ended 28.2.06	...	161
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$8,593	80 cents for 1907	8 1/2 %	\$91
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,074	\$1.20 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$5,078	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$102 sales
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$251	75 cents for 9 months ending 31.12.07	8 1/2 %	\$102 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$897	\$1 for year ending 28.2.8	10 1/2 %	\$101 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$9,321	11 and bonus 20 cts. for year ending 29.2.08	7 1/2 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,578	Final of \$15 making in all \$19 for 1907	8 %	\$235
Hongkong Rope Manufacturing Company, Ltd.	63,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$18,191	Interim of \$1 for account 1908	8 1/2 %	\$25
Maatschappij tot Mijn- en Landbouwen- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,003 Tls. 27,003 Tls. 27,003 Tls. 27,003 Tls. 27,003 Tls. 27,003 }	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 554 1/2 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	\$122
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Nil.	None	...	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000				